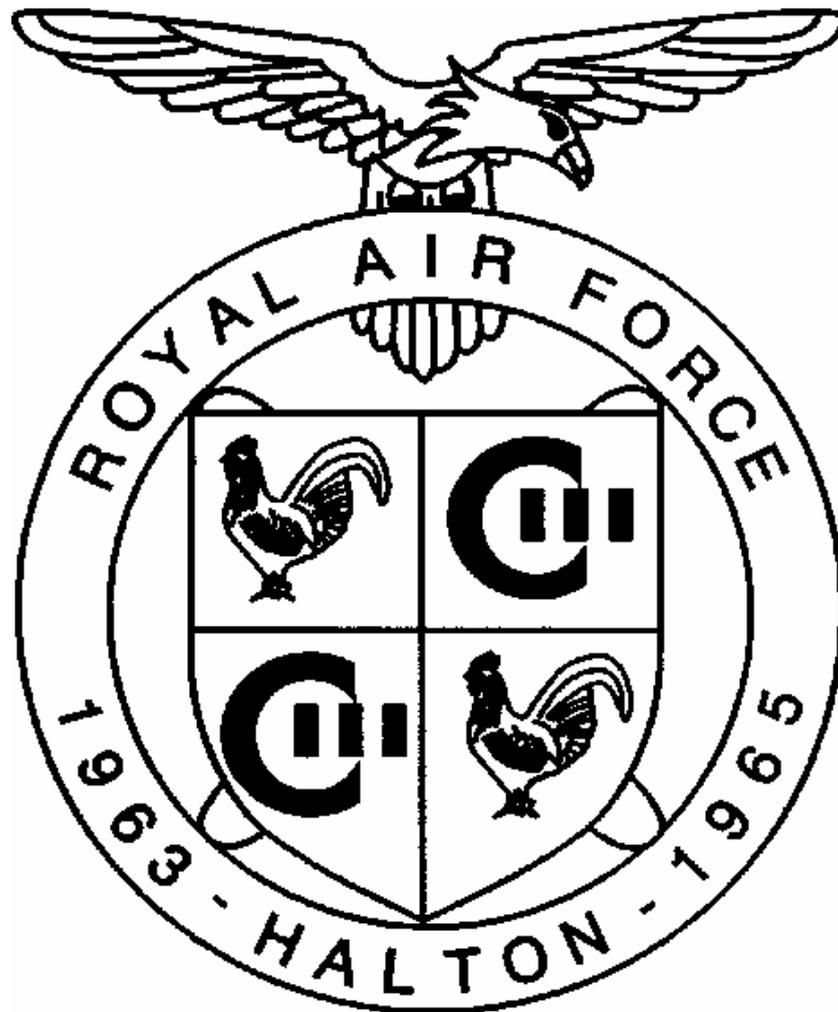


103rd Entry Association

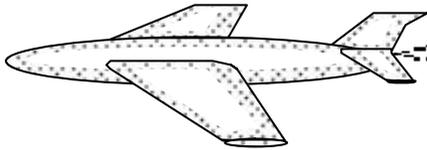
Newsletter



No. 8

September 1993

Editor: MHF Watts



Editorial

What a quiet year it has been so far - at least that's the way it seems from where I'm sitting; newsletter contributions from the membership have been few and far between. Thank goodness for a committee to keep things rolling along.

Nick Smith has provided a couple of financial statements, plus some notes on status of our membership, while Les Garden continues to provide our Committee Meeting minutes.

I was also glad to receive a letter from Mick Woodhouse who has just retired from the RAF. If anyone has some spare cash and fancies turning it into a crafted water machine, why not drop Mick a line. I'm sure that any boat built by him will reflect well on the high standards demanded of him during his formative years at No1 S of TT.

Although it has been quiet around the 103rd, it has been all change at Halton. The 155th Entry graduated on the 24th June to mark the end of apprentice training at Halton. The occasion has been reflected in Air Clues, the RAF magazine, which has printed an article by Gp Capt WJ Taylor who is researching the history of RAF Halton apprentice training. I am very grateful to the Air Clues editor in giving me authority to reproduce this article for the benefit of our majority, who no longer have access to the magazine. However, he has made a plea on his own behalf; he wants to hear from ex-brats. In particular, he is looking for stories which reflect positively upon the training provided by No 1 S of TT. Maybe a title of 'I Learned about Engineering Training from That', might be suitable. If you send any ideas to me, I will forward them on.

Books - not a subject I tend to burst into print about. However, I have now got my copies of 'The Royal Air Force. An Illustrated History' by Micheal Arnitage, and 'Halton and the Apprentice Scheme - The Complete History' by Bill Taylor. Both are a worthy read in their different ways. If you like a high photo to word ratio, Bill's book will not disappoint. The Air Clues article will give you a foretaste. Reviews of both books are reprinted from the RAFHAA Newsletter and the Haltonian respectively.

Finally, yet another plea. At the recent RAFHAA AGM the Chairman, Mike Evans, highlighted the problems in

running the RAFHAA. In particular he focused upon the

economics of the Association and the hurdles it would have to overcome in order to maintain it in a healthy financial state for the future. Basically, as the number of ex- Halton apprentices decreases, so it becomes even more important that those who survive, invest in the future of the Association. If you haven't already, why not fill in the form opposite and send it to the RAFHAA Secretary?

MHFW

A Letter to the Editor

My time with the RAF ends next Thursday, April 1st; by coincidence the 75th anniversary of its formation, I don't expect they'll send me a gold watch though.

Since the beginning of January I have been a student at the International Boatbuilding Training College at Lowestoft. After twelve weeks, I've nearly completed basic joinery and looking forward to actually working on building a boat next week. It's very like basic workshops at the beginning of 1963, but it is all practical and none of the discipline etc, more's the pity!

Sorry I shan't be able to get to the June Committee meeting, once again I have booked my holiday to start then, the first weekend of the fishing season. (*How many times have we heard that - Ed*)

I'm glad you have decided on a date for the next reunion, I don't mind where it is, although I think the Halton area is most appropriate, or perhaps any underused Mess somewhere might oblige. I look forward to attending.

Regards to All

Mick Woodhouse

PS Orders for traditional wooden boats would be welcome!

Dates for your Diary: 18th September 1993 - Committee Meeting
28th October 1995 - 30th Anniversary Reunion

TRENCHARD'S BRATS BLOW OUT

By Gp Capt W J Taylor OBE RAF DD Spt Pol 2 (RAF)

With the graduation of the 155th Entry of Apprentice Engineering Technicians at Halton on 24 June, the last entry of apprentices will leave No 1 School of Technical Training. When the 155th Entry graduates from Cosford's No 2 School of Technical Training on 7 October, the scheme which was a pillar on which Trenchard founded the Royal Air Force will have ended.

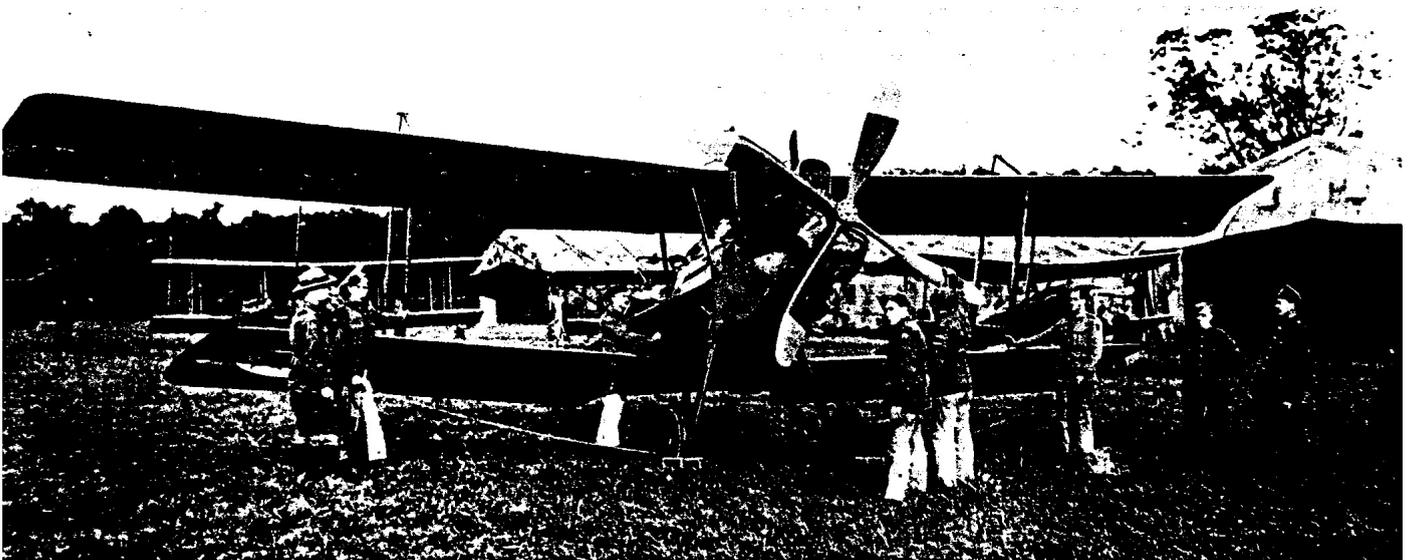
In formulating his ideas for aircraft technical training in the peacetime RAF, Trenchard inherited a long tradition of boys service dating back long before the First World War, both in the Royal Navy and in the Army. Rapid expansion of the Royal Flying Corps during the war had generated a shortage of skilled mechanics, 47 of whom were needed to support one front-line aircraft. In the early stages of the war the stream of volunteers entering the Army was combed for the skilled men needed to maintain the RFC's aeroplanes. However, it was quickly realised that the fledgling air army would have to train its own mechanics if the acute shortage was to be overcome.

Prior to the outbreak of war, the technical training of men was carried out at the Central Flying School, Netheravon and with the growing demand for specialist skills, a number of additional schools were established. Whilst Netheravon held 200 trainees, a school at Reading held 1,000 and, from July 1916, a converted jam factory at nearby Coley Park held 2,000. There was no basic engineering course for semi-skilled recruits and 400 men were therefore sent to

Following the outbreak of hostilities, Alfred Rothschild offered use of the estate to the Army as a training base for divisions preparing to depart for France. With the pressing need to expand technical training in the RFC, in June 1917 General Sefton Brancker, Deputy Director General of Military Aeronautics, submitted proposals to centralise the technical training of men, women and boys in a new school to be located at Halton.

The Army departed from Halton in the summer of 1917 and fitters and riggers of the RFC arrived from Reading in September. Named the School of Technical Training (Men), the new school was under the direct control of the War Office and was commanded by Lieutenant Colonel Ian Bonham-Carter. At this time Halton's population was huge, the station housing 6,000 airmen mechanics, 2,000 boys at the Boys Training Depot, West Camp, and 1,700 instructors and other staff. A further 2,000 women were also under training in a variety of aircraft trades. There was also a lodger unit of the Australian Flying Corps which set up a training and supply depot at the East Camp in September 1917.

At first the training facilities were poor. However, by November the foundations of the new workshops had been laid and construction progressed rapidly, being carried out by a number of German prisoners of war. Whilst all this was happening, it was realised that the grounds at Halton were not owned by the War Office. Under the terms of Alfred



Trainees of the Royal Flying Corps and the Australian Flying Corps prepare to start the engine of a RE-8 aircraft at Halton Park in 1918.

polytechnics for training. This kind of improvisation could not provide the men the RFC needed and rationalisation of the training machine became an urgent need.

MILITARISATION OF HALTON

Attention turned to the Rothschild estate at Halton Park, near Wendover in Buckinghamshire, which was first used by the Army for summer manoeuvres in September 1913. The Army was joined at Halton by No 3 Squadron, RFC, under the command of Major Henry Brooke-Popham, with an assortment of three flimsy aeroplanes.

Rothschild's offer of 1914, the new Service would have to vacate the estate within six months of the end of hostilities, returning the estate to the same condition in which it was lent. However, on 31 January 1918, Alfred Rothschild died but subsequent negotiations with Major Lionel de Rothschild resulted in Treasury approval to purchase all 3,014 acres of the estate for a total of £112,000. On 9 September 1919, the School of Technical Training (Boys) was formed, although it did not take up its new title until 23 December. In March 1920 the title of the school was changed again, to No 1 School of Technical Training (Boys), Halton.

Dates for your Diary: 18th September 1993 - Committee Meeting
28th October 1995 - 30th Anniversary Reunion

THE APPRENTICE SCHEME

The changes in boys training were brought about by Trenchard's vision of the permanent RAF, which was published in November 1919 and endorsed by Churchill, the Secretary of State for Air, the following month. Trenchard saw that the only way to recruit the high quality mechanics for the ever-more technical service was to train them internally. It was Trenchard's view that the fledgling RAF could not hope to compete with the civil market for skilled men who had served full apprenticeships and who could therefore command good wages. He saw the added benefit that such training would also foster a spirit in the RAF on which so much would depend.

The Apprentice Scheme was promulgated to Local Education Authorities in October 1919 and selection examinations were held in London and at fourteen provincial centres. The first 235 boys were accepted for a three-year apprenticeship although they began their training at Cranwell in January 1920 because permanent

One of the key features of the apprentice scheme at all of the schools has been the distinctive coloured headband worn with Service headress. As Halton built up to its full strength, it quickly became apparent that some quick and easy means was required to identify apprentices to their parent Wing, or Section as the Wings were at first known. The request to use coloured headbands was addressed to the Air Ministry by the first Commandant, Air Commodore F. R. Scarlett CB, DSO, and was approved in September 1920.

THE TRAINING REGIME

Having started his training, the newly arrived Aircraft Apprentice quickly found his life falling into a well ordered routine. Of the working week, twenty hours were devoted to technical training in the workshops; nine to physical training, drill and games; and eight to education. The remaining time was filled with barrack duties, inspections and preparation for technical or education subjects. Recreational facilities were available in abundance, including a debating society and model aircraft club in addition to a wide variety of sporting facilities.

At the end of the first year's work there was an intermediate examination in educational subjects, followed by the final examinations at the end of the eighth term. Final examinations in skill-of-hand and trade knowledge were carried out near the end of the course. The marks obtained in the examinations were used to determine the graduation rank and pay of the apprentice while those who were highest in the Order of Merit would also be considered for Cadetships to the Cadet College at Cranwell;

Trenchard expected that ex-apprentices would provide up to 20% of the cadets on each Cranwell entry.

Technical training in the workshops came under the control of the Senior Technical Officer, and the technical staff included officers, NCO instructors and civilian instructors, a traditional mixture which has continued to the end. The



A selection of training aircraft lined up on Halton's airfield in June 1923. Types represented include Sopwith Snipes, Avro 504s and Bristol Fighters.

accommodation was still being built at Halton. Another 242 boys arrived at Cranwell in September 1920 and it was not until the 5th Entry in January 1922 that any apprentices arrived at Halton. However, apprentice training also continued at Cranwell, with 981 boys there in 1924, long after Halton had opened. The move to Halton coincided with adoption of the rank of Aircraft Apprentice for the boys, rather than the earlier term Boy Mechanic.

On arrival at Halton, the boys were medically examined and then "signed-on" for twelve years' service from the age of 18. After attestation, the young apprentices were allocated to one of the principal trades of 'Fitter', 'Carpenter', 'Sheet Metal Worker' or 'Electrical'. The principal trades were further sub-divided into particular specialisations, such as the Fitter Aero Engines, or the Fitter Armourer. By the end of the 1920s, the trade of Rigger (Metal) had been introduced to prepare apprentices for work on the new generation of all-metal aeroplanes then under development.

The majority of apprentices began their training at Halton, although those destined for the electrical trade went to Flowerdown, near Winchester. Having been allotted to a trade and kitted out, apprentices were also allocated to a Section (later to become known as a Wing), which served to sub-divide the huge organisation that had grown out of the former Rothschild estate.

That renowned token of the apprentice, the Apprentice "Wheel", stems from 1918 when it was considered that boys needed a badge to distinguish them from the men "so as to check smoking and the foregathering of boys with men". The present design was approved by AMO 500 in April 1919 and comprises a four-bladed propeller mounted in a circlet.



Carpenter apprentices, probably from the 10th or 11th Entries, hard at work in the basic carpentry shop in July 1925.

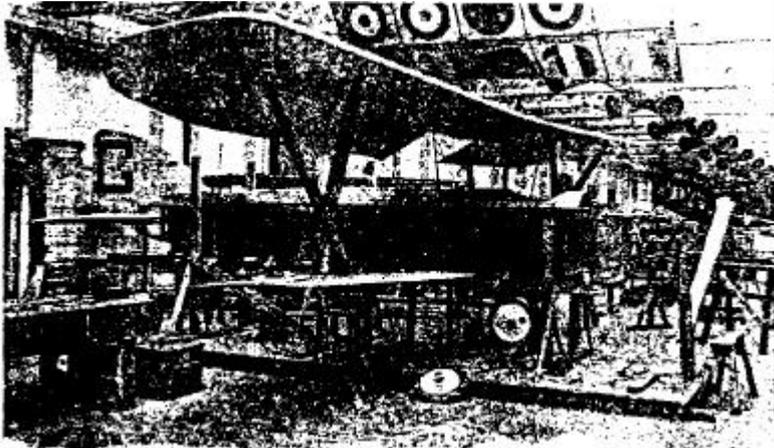
workshops were divided into two main departments, the Fitters' Shop and the Carpenters' Shop. Aircraft Apprentices were allocated to the various trades depending upon the vacancies available, whilst the preference of individuals and the results of the qualifying examinations were also taken into account. The trade of Wireless Operator was seen as the most important and the top forty of each apprentice entry were sent to Flowerdown for this training.

Dates for your Diary: 18th September 1993 - Committee Meeting
28th October 1995 - 30th Anniversary Reunion

The first year of technical training on the course was given up almost entirely to basic fitting, such as the use of hand-tools and skill-of-hand, after which the apprentices took up their specialist trades for advanced training. Those apprentices destined to be Carpenter Riggers spent their first year training in bask carpentry. As the first entry of Halton apprentices reached the end of its training, it was fitting that the Reviewing Officer at the Passing Out Parade on 17 December 1924, should be Air Chief Marshal Sir Hugh Trenchard, Chief of the Air Staff.

THE HALTON AIRCRAFT

The Halton Light Aeroplane Club, inspired by the success of a similar club at Cranwell under the direction of Flight Lieutenant N Comper, was founded in December 1925 with Captain C H Latimer-Needham, an Education Officer at Halton, as its organising secretary and treasurer. Having



Halton's own aircraft. The HAC-1 'Mayfly', seen during construction in the workshops.

viewed the contestants in the Daily Mail and Air Ministry light aeroplane trials of 1923-24, Latimer-Needham analysed the features of each type to produce a new design which incorporated the best of the features he had seen. Design work was completed by the end of 1925 and construction began with the aid and support of the apprentices in February 1926.

Unfortunately, the aircraft was not ready in time for the trials at Lympne in August 1926, and the HAC-1 "Mayfly" was flown for the first time from Bicester by Flight Lieutenant C F le Poer Trench on 31 January 1927. After some success in flying meetings during 1927, it was decided to optimise the little biplane for air racing. Whilst a number of useful improvements in performance were made, it was felt that the aircraft should be converted from its biplane configuration to that of a parasol monoplane. This was done over the winter of 1927/28 and the aircraft was renamed the HAC-2 "Minus". After further success in the 1928 and 1929 flying meetings, the Minus was damaged during participation in the 1929 King's Cup air race. Other designs started but not completed included the HAC-3 tailless aircraft, and the HAC-4 six-seater. Further aircraft building took place at Halton in the early 1930s, resulting in some highly successful manpowered flights by Squadron Leader John Potter in the summer of 1932.

EXPANSION FOR WAR

From 1933 it was decided to train apprentices in the combined trade of Fitter Aero Engine and Metal Rigger, in a new trade to be called Fitter H. A conversion course was also begun in March that year to qualify existing single skill tradesmen in the new multiple skills, but in 1935 it was moved to Henlow to free accommodation at Halton for the enlarged apprentice intake anticipated as part of the expansion of the RAF. Expansion brought with it construction of nine new barrack blocks on Paine Wing and a substantial increase in entry size. Having started at around 500 in number in the early 1920s, entry size had dwindled to little more than 200 in the early 1930s.

However, with the arrival of the 31st Entry in January 1935 with 351 recruits, numbers rapidly increased. The 32nd arrived in August 1935 with an intake of 916 and the 34th had 1,250.

As the pace of the expansion gathered momentum, the RAF realised the desperate need to train substantial numbers of maintenance personnel. A site for a new school was chosen at Cosford, near Wolverhampton, and construction began in 1937. The Cosford school was first ready for occupation the following year, and it opened in August 1938 with a complement of two apprentice training wings and one wing for airmen training. N^o 5 (Apprentice) Wing from Halton was moved to Cosford on 4 August to act as an experienced nucleus for the new school and in December that year the Fitter Armourers also moved from Halton to Cosford.

With war looking ever more certain, in 1939 the length of the apprentice course was reduced from three to two and a half years. In December it was decided to reduce the course to two years duration and from 1940 the size of the apprentice entries was reduced to release accommodation, instructors and equipment for short, intensive training courses for airmen. However, with some foresight, from the arrival of the 47th Entry in August 1943 the three-year apprentice course was reinstated. That year also saw the introduction of an apprentice course for electricians.



As the expansion of the RAF gathered momentum, modern monoplane aircraft of all-metal construction began to arrive at Halton. Here, a Battle and a Blenheim receive dose scrutiny during Parents Day 1938

Dates for your Diary: 18th September 1993 - Committee Meeting
28th October 1995 - 30th Anniversary Reunion

POST-WAR DEVELOPMENT



A pleasant pastoral scene on the airfield shortly after the war, with groups of aircraft including Spitfires and a Beaufighter being prepared for engine running training.

With the end of the war, it was announced in October 1945 that from the following year the Apprentice Scheme would expand again, with three intakes per year, each 500-strong. However, in a reflection of the reaction seen in the years following the First World War, the interest of the Nation was low, with some entries taking in as few as 80 recruits, whilst the average was about 150.

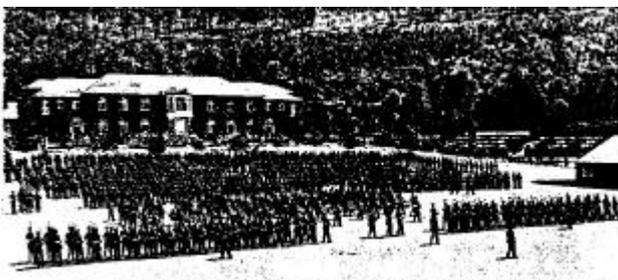
During the war, the aircraft apprenticeship had been the only method of regular entry to the RAF and with the retention of National Service, the ex-apprentice became the



Lord Trenchard, accompanied by AVM R O Jones, AM Sir John Whitworth-Jones, Air Cdre N Carter, Gp Capt N C S Rutter and Wg Cdr B Robinson, reviews the Passing Out parade of the 57th Entry at Halton on 1 August 1950.

core of regular personnel in a largely conscript Air Force.

Halton then entered a period of relative stability, although the Korean War period did see a small increase in apprentice numbers. In late 1960 a study was initiated into the RAF's youth training requirements, which was undertaken in



When little more than two thirds of the total personnel visible in this photograph, the Parade advances in Review Order on the occasion of the presentation of the Queen's Colour to No 1 School of Technical Training, the colour was presented by HRH The Queen at Halton on 25 July 1952, in the presence of Lord Trenchard.

parallel with another study into trade structures. The aim of the two studies was to match the growing complexity of RAF aircraft and their systems, particularly those anticipated on



Thousands of apprentices must have made their first flight in a Chipmunk at Halton. Aircraft Apprentice A R Pulford walks back to the hangar, with Flight Lieutenant Pocock after a Chipmunk flight in October 1955.

the TSR 2 aircraft, with groundcrew who had the ability to diagnose faults in systems which crossed the traditional trade boundaries. The RAF's previous reliance on maintenance by repair was being superseded by a new concept of repair by replacement, with failed components often being returned to the manufacturer for repair.



Apprentices learn the skills of modular engine strip and rebuild on Adour engines removed from Halton's fleet of Jaguar training aircraft.

As a result, the 1964 Trade Structure was introduced and the single-skill Aircraft Apprentice was replaced by the Technician Apprentice, who was trained in the four trades of airframes, propulsion, electrics and armament. Technicians were recruited with a minimum of four GCE Olevels and, after a period of intense debate, it was decided that they

Dates for your Diary: 18th September 1993 - Committee Meeting
28th October 1995 - 30th Anniversary Reunion



A 1958 scene at Halton as apprentices celebrate the end of their passing out ceremony with a little hat throwing.

would graduate in the rank of Corporal. The new scheme was also designed to give the Technician Apprentice an Ordinary National Certificate in Mechanical Engineering, and the entry numbering sequence followed the earlier Aircraft Apprentice series.

Simultaneously with the introduction of the Technician Apprentice, to meet the RAF's need for skilled craftsmen, the Craft Apprenticeship was introduced in the previous single skills, although the course length was reduced to two years and a new series of entry numbers in the 200 series was introduced. From October 1969, one-year Mechanic Apprentice courses were also introduced, with entry numbers in the 400 series. A small number of Dental Technician Apprentices were also trained at Halton,

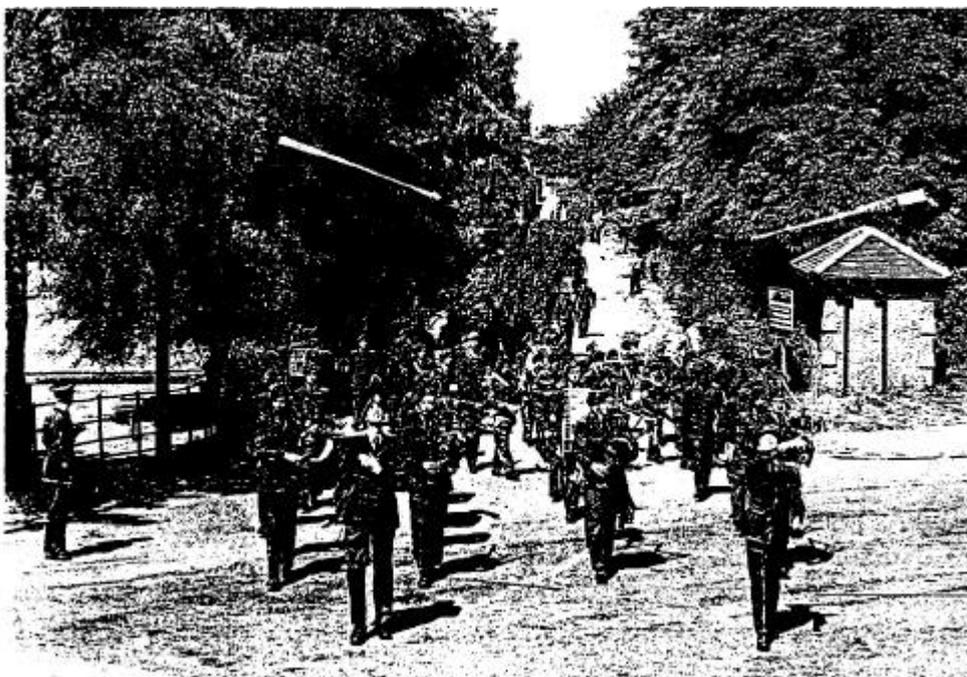
integrated with the parallel aircraft technician course.

Unfortunately for the aspiring fault diagnosticians, the Government's cancellation of the TSR 2 undermined the planned employment of the Aircraft Technician. As a result of this, together with introduction of the one-year Direct Entry Technician scheme and cessation of the Craft Apprenticeship in the early 1970s, there grew a concern that a remedy was needed to restore the shortcomings of the Technician Apprenticeship. After more study, in the early 1970s it was decided to introduce the three-year dual trade Apprentice Engineering Technician specialising in just two trades, airframes and propulsion. With the graduation of the 155th Entry in June, that scheme too will come to an end.

FUTURE TRAINING

Further studies of the RAF's needs for high grade tradesmen into the next century were carried out in 1989 under the Aircraft Engineering Trades Review (AETR), the results of which were implemented in April 1991. The AETR introduced a "single gate, dual stream" method of entry to the flagship aircraft engineering trades, in which all tradesmen are now trained initially as mechanics. After a period of up to two years productive service, the technician stream mechanics, and some of their mechanic stream colleagues, will be selected for Further Training to become technicians. Later, particularly able technicians will be selected for Advanced Further Training, leading to the award of a BTEC Higher Certificate.

It would be easy to despair at the passing of the Apprentice Scheme, but the RAF's need for high grade tradesmen is now greater than ever before. The technology for which the Technician Apprentice was conceived in 1964 is now in service in aircraft like the Harrier GR7 and the Tornado. On the horizon is the EF2000, with ever-more complex systems and technology. Superimposed on the need for these skills has been the even stronger pressure on the RAF for better cost-effectiveness and the impact of the Government's Options for Change requirements. The latter pressures will see the end of engineering training at Halton as the size of the RAF's training machine is trimmed down. However, Halton will remain open as the centre for basic recruit, administrative and other training. During 1993 and 1994, all aircraft engineering training, together with the title of No 1 School of Technical Training, will move from Halton to Cosford.



Led by Halton's famous pipe band, a large contingent of apprentices marches across Main Point on its way back to the Wings for lunch.

Dates for your Diary: 18th September 1993 - Committee Meeting
28th October 1995 - 30th Anniversary Reunion

TRENCHARD'S LEGACY

So what did Trenchard achieve when he conceived the Apprentice Scheme? He laid the foundation for a core of highly skilled tradesmen which, in 1939, formed the engineering backbone of the RAF on which the expansion was built. Over 20% of Halton apprentices went on to be commissioned, with over half reaching Squadron Leader rank or higher and many reaching Air rank. As for success, Sir Frank Whittle was an apprentice at Cranwell and Halton and Sergeant Thomas Gray, one of seven brothers, four of whom were Halton apprentices, was awarded the Victoria Cross. Halton alone has produced some 35,000 apprentices who, over the years, have established an ethos and an esprit de corps which is revered around the world.

With the graduation of Halton's 155 Entry in June, followed by Cosford's entry in October, the RAF Apprenticeship Scheme will end. Ex-apprentices have

served the nation well and have forged a reputation for excellence which extends throughout the world. Whilst the Apprenticeship Scheme may have ended, the RAF has in its place a worthy successor in the new breed of technicians who will in future receive their training at Cosford.



Led by Halton's famous pipe band, a large contingent of apprentices marches across Main Point on its way back to the Wings for lunch.

Dates for your Diary: 18th September 1993 - Committee Meeting
28th October 1995 - 30th Anniversary Reunion

And There's More...

Halton and the Apprentice Scheme

- The Complete History

With this issue comes publicity for a book which has been produced in record time by Gp Capt Bill Taylor, 113th. Having had the privilege of a signed review copy, I can do no more than to say 'Buy it!' In order to meet my copy deadline, I was forced to sit down and read it in one go. This was no great problem as, from the first page, I was enthralled with the detailed information presented and with the wealth of photographs which span the whole 73 years of the Apprentice Scheme. Congratulations Bill on a job well done in true Halton style.

Bill has negotiated a deal with the publishers such that for every copy ordered on the enclosed order form they will donate the trade discount, less postage, to the RAFHAAA - meaning a sum in excess of £2 for each copy purchased this way. Just think, over 3,000 members will receive this order form resulting in a very welcome boost to Association funds should you all buy one. Don't delay.

In a letter to me, Bill says that this is not the comprehensive history that he would like to see in print and has already, with the help of Min Larkin, 63rd, started the mammoth research task that this will require in order to produce a book in time for the next Triennial Reunion in 1995, the 75th Anniversary of the Scheme.

Obviously much of the required material lies in personal collections so it is vital that everyone who can send their long lost photographs, trinkets, dinner menus, hat bands, anecdotes, stories, etc, etc, etc, so that the record will be as full and comprehensive as possible. Anno Domini dictates that there is not much time left to gather first hand information on the early entries!

As for publication of such a history, it will be hard to persuade a publisher to run with such a specialist work unless it has plenty of new material and that there is likely to be a good response in terms of sales. This is where all members of the RAFHAAA can help by searching out their material and, just as important, by showing the demand by buying this first book in overwhelming numbers.

Contact address: Mr W J Taylor, 13 West Delph, Whittlesey, Peterborough, Cambs. PE7 1RG

The Royal Air Force: An Illustrated History

Our Patron, Air Chief Marshal Sir Michael Armitage (56th), has written a highly readable and profusely illustrated narrative history of the Royal Air Force for its 75th Anniversary. From the founding of the RFC and RNAS precursors to the impact of Options For Change, from the Mad Mullah and the Fakir of Ipi to

Saddam Hussein, from Flanders Fields to the Gulf, it's all there. Every page is packed with facts, there are plenty of understandable maps and the photos are a joy, rarely if ever published before. Here is a book that is not only a good read but well worth keeping as a reference for the Appendices alone. If you are interested in the Service and the ebb and flow of its fortunes this is the book for you. It is published by Arms & Armour Press at £19.99 and available now at bookshops. Buy it!



Financial Statement as at 5th March 1993

According to our last received bank statements, the Association has £142.67 in its current account (statement date 26 February 1993) and £503.06 in its deposit account (statement date 31 December 1992). A total of £645.73. It must be noted that bank deposit interest rates have steadily declined over the past six months, however, Lloyds bank have thus far failed to make any charges on our accounts.

NS

Membership Statement - 5th March 1993

It was with great surprise that I received last years subs from Rick Knight just before Christmas, in my reply to him I did suggest that he seriously think about the next subscription as it is due in June and it appears to take him six months to get around to it. (He has paid by cheque rather than bankers order).

Thanks to Malcolm Watts we have a new member - Ernie Fox. Unfortunately, due to my inability to read the (very) small print footnote on the last newsletter, he has had no acknowledgement so far.

Details of the Association have been sent to Keith Nuttall and Jim Dartnall as requested, however no replies have been forthcoming.

The membership presently stands at 50.

Dates for your Diary: 18th September 1993 - Committee Meeting
28th October 1995 - 30th Anniversary Reunion

I am at present revising the membership lists etc, and would be grateful for any updates on members addresses.

NS

Minutes of Committee Meeting held at Procon Electronics - 6th March 1993 @1100hrs.

Present: L Shardlow, J Dillon, MHF Watts, N Smith, L Garden

- 1 Treasures report: see attached sheet. We are still not subject to bank charges on the account. Treasures report accepted.
2. Newsletter is in course of distribution.
3. Association AGM. The AGM is to be held at Haddenham on the 19th June 1993 at 11.00 am. Agenda as follows: Election of Committee - nominations/resignations to be forwarded to LG by 1st June 1993. Financial statement. Membership statement. AOB.
4. As this is the last year of apprentice training at Halton, this may be the last Halton Show 19 June.
5. Date of Next Meeting: 19th June 1993 - AGM - ALL TO ATTEND.

LG

Treasurers Annual Report - 15th June 1993

The Association has two accounts with Lloyds Bank. The Current Account shows a balance of £126.94, whilst the Savings Account has £506.38, a total of £633.32.

A total of £250.00 has been received as subscriptions from members over the past year. £50.20 was paid out mainly in the form of postal expenses. £40 was distributed to entry members in the form of beer at the last Triennial Halton reunion; at the same venue the treasurer managed to sell two entry ties thereby reducing his stock to 32.

Income and Expenditure Statement 1/6/92 to 30/5/93:

<u>Details</u>	<u>Income</u>
Monies Owed	£3. 80
Subscriptions	£250.00
Tie Sales	£10.00
Interest from Dep Account	£6.38
Balance Brought Forward	£453.34
Total	<u>£723.52</u>

Dates for your Diary: 18th September 1993 - Committee Meeting
28th October 1995 - 30th Anniversary Reunion

<u>Details</u>	<u>Expenditure</u>
Expenses	£50.20
Triennial Reunion	£40.00
Balance Carried Forward	£633.32
Total	<u>£723.52</u>

NS

Minutes of the 103rd Entry Association AGM held at Procon - 19th June 1993 @ 1100hrs

Present:

L J Shardlow - Chairman
N Smith - Treasurer
MHF Watts - Member
J Dillon - Member
J Bromley - Member
L Garden - Secretary

Apologies: W. A. Davidson & C. Wales

1. Election of Committee.
There being no nominations from the membership the existing Committee members were asked to stand again for their respective appointments, all accepted.
2. Financial Statement.
The Treasurer presented the financial statement which is attached to these minutes.
3. Membership Details.
Membership remains relatively static with most members having renewed through the direct debit scheme. This is proving quite effective as it keeps our costs down by not having to send 'begging letters'. With the 1995 reunion looming ever nearer it will require an effort on everyone's part to try to recruit at least one of our missing/reluctant entry. Membership fees are the prime method by which we are able to keep in touch and they also provide a buffer to the cost of reunions.
4. Any Other Business.
None.

There being no other business the meeting was closed at 11.30am.

LG

A Letter from the Treasurer - 11th July 1993

Being Treasurer of this Association is not such a bad job, after all for 99% of the time there is nothing to do! The exception is membership subs every June. Sounds easy, but getting even £5 out of some of you is a very difficult task. For example, the year ending 31st May '93, the last subscription to come in was just after Christmas '92. A full 6 months and more after it was due!

This year is the first practical test of the Bankers Standing orders which I sent with last years demand for money.

It worked! 40 members took advantage of the Standing Order Mandate and the Association collected £200 instantly on the 3rd June with no begging from myself. My own laziness apart, this means more in our account for the next reunion, therefore less for you all to pay.

We still have 11 members to whom I have had to send reminder letters. Naturally I have included a Standing Order Mandate, in the hope they might take advantage and save the association the wasted cost of the postage.

No doubt you will all be pleased to learn, the Association has in excess of £800 in the bank at the moment. This should make a useful subsidy for the Reunion in 1995.

Now the begging bit. We have 52 members at present, it would be great to get more ex-103's to join us. If you know of any of our colleagues who have not joined, now is the time to 'persuade' them. After all, there were 187 original members of the 103rd Entry.

NS



And Finally..

Please don't forget to send your newsletter contribution to the editor at A NEW ADDRESS:

MHF Watts, Abbotsbury, 162 Main Road, Naphill, High Wycombe, Bucks HP14 4RU or fax 0494-496685.

Dates for your Diary: 18th September 1993 - Committee Meeting
28th October 1995 - 30th Anniversary Reunion